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SUBJECT: The Czech Elbe-Oder Navigation Company and Conditions
Affecting Operations on the Elbe River

CONTENTS

- I. Introduction
- II. Organization
 - General Management
 - Operations Department
 - Commerce Department
 - Cadre Department
 - Technical Department
 - Accident Department
 - Planning Department
- III. Communications
- IV. Main CSPLO Stations on the Elbe Route
 - Prague-Holesovice
 - Melnik
 - Usti nad Labem
 - Decin
 - Customs Procedures and CSR/DDR Border Stations
 - Inspectorate Dresden
 - Magdeburg
 - DDR/West German Border Stations
 - Hamburg
- V. Types of Vessels in Operation
- VI. Elbe River Conditions Affecting Operations

SECRET

SECRET

SUBJECT: The Czech Elbe-Oder Navigation Company and Conditions Affecting Operations on the Elbe River

I. Introduction

Until 1948 the Czechoslovenska Plavba Labe-Odra (CSPLO), Czech Elbe Oder Navigation Company, was organized along decentralized lines, with qualified experts in top positions. Every department had full authority and commensurate responsibility for its own activities. The various stations of the company within the CSR and also outside the CSR were self sufficient in almost all activities.

After 1948 most of the qualified executives were slowly removed from their positions and replaced by KSC members. The structure of the CSPLO was changed to a highly centralized instead of decentralized organization following Russian patterns. Political schools were founded and selected employees attended one year courses in preparation to take over leading positions within the firm. Traveling employees were assigned to boarding schools and given political instruction in addition to being screened for political reliability. Many employees were thereafter restricted to duty within the CSR and some were discharged outright. Later many German crew members were released without grounds, for the most part Sudeten-Germans who had been employed with the firm for many years.

A deficiency of working power, firemen, deck sailors especially, then existed which finally forced the company to set aside its Czech Nationalism and re-employ German crew members, but only residents of the DDR. However, in order to assure an eventual pure Czech hierarchy with orientation towards the Communist regime, schools for young prospective crew members were set up in the CSR. In these schools, selected young individuals were educated and after two years were assigned to duty on board CSPLO vessels. This plan met with little success, for after completion of schooling, some of the students were found to be politically unreliable and were not allowed to leave the CSR. Others were allowed to leave the CSR but not the DDR.

The Magdeburg Station was assigned the task of re-employing East German crew members; prior to employment the Station was charged with examination of applicants for political reliability. Later in 1952 a Cadre Section was founded in Magdeburg which was given responsibility for conducting a review of the political reliability of current East German employees and in addition to assume responsibility for screening all new applicants. At the end of 1953 and beginning 1954 the CSPLO again released a large number of East German employees and the number of East German employees fell from 300 to about 210.

SECRET

SECRET

Page 3

25X1

Also in 1954 another security review was conducted prior to issuance of a new ships book for traveling crew members; the actual issuance of the ships book was reportedly to be handled by the Deutsche Schiffahrt und Umschlagbetrieb (DSU), East German inland waterway enterprise.

II. Organization

The administration of the company is broken down into the following main departments:

General Management. A central director (Hauptdirektor) leads the entire enterprise and is assisted by a chief engineer. The central director supposedly concerns himself only with matters of prime importance, but it generally happened that both he and the chief engineer busied themselves with less important details, even reprimanding their subordinates for not bringing all matters to their attention. The department itself is broken down into sections charged with responsibility for seeing that the firm fulfills assigned norms. A daily conference is held by the General Management during which current operations and problems are discussed. These daily conferences are also attended by a representative of the KSC. In addition to daily conferences, larger conferences are held when need arises which are attended by representatives of the Prague-Holesovice, Melnik, Usti, and Decin Stations. Representatives of the Magdeburg and Hamburg Stations are not present. A representative of the Hlavni Spava Ministerstva Dopravy 05 (Department 05 of the Central Administration of the Czech Ministry of Interior) attends the larger conferences.

Bookkeeping Department. The Bookkeeping Department is subordinate only to the General Management. As in the Soviet System, this department is extremely powerful and it directly controls the bookkeeping sections in all CSPLD Stations. The central bookkeeper of the firm acts for the central director in his absence and he also carries out spot audits of books of the various CSPLD Stations.

Operations Department. The Operations Department is headed by a central director or so-called "central dispatcher". The Operations Department was initially located in Prague, but was transferred to Decin so that closer contact with the main CSPLD harbor in the CSR could be effected. After one year the Department was again moved back to Prague. The main responsibility of the Department is to control the entire CSPLD fleet, to approve movement of ships, to reserve barge space, to allot towing vessels, to control repairs, to conduct liaison with harbor officials, to fulfill set norms, to supervise competitions among crews, and to issue daily reports by telephone and teletype of ships positions. Three times weekly the Department issues a general report covering the firm's activities and submits disposition reports of CSPLD shipping to all sections concerned. The Department notifies dispatchers at CSPLD Stations in advance of arrival of company vessels and controls the dispatch of railroad cars.

Commerce Department. The Commerce Department arranges for contracts with shipping agents.

25X1

25X1

SECRET

SECRET

Page 4

25X1

[] The export and import sections of each station are subordinate to the Commerce Department. The head of the Department is in constant touch with the "central dispatcher" of the Operations Department to coordinate the reserving of barge space and other matters. The Department also receives so-called card indexes (Kartierungen) and is responsible for their control. The card indexes are computed capacities for each shipping unit. The Department is also in touch with the stations directly with regard to barge space and other business matters. In Magdeburg, the Department was responsible for conducting liaison with the DSU.

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Cadre Department

The Cadre Department succeeds the former Personnel Department. The Department is broken down into two sections, one for traveling employees and one for station employees. The "cadre leader" (Kaderleiter) heads the Department and is responsible for both sections. The section for station employees is secondary to the section for traveling employees. The Department is charged with the screening of every CSPLO employee. The screening consists of completion of five copies of a thirty-question biographical statement by the applicant, submission of good conduct certificates from the Mistni Nardni Vybor (MNV), district national committee, and the Okresni Narodni Vybor (ONV), local national committee, and through five signed character references for inland duty, ten signed character references for duty outside the CSR. The StB conducts a background check on applicants and once they are employed, they are evaluated for political reliability by political instructors. Once an employee passes the above screening, he is presented with his blue ships book by the Cadre Department and the Department sees that necessary visas are obtained through the Ministerstvo Zahranncni, Czech Foreign Ministry. The visas for the Elbe River routes are limited by time and to travel to the DDR and West Germany only. Visas for travel to the DDR were not necessary, but visas for one trip to West Germany and return were issued by the Allied High Commission Travel Office in Prague. For travel into the DDR a crew list (Mannschaftsrolle or Spisok Ekipaza) was drawn up in blank for each crew by the Traffic Ministry. These crew lists were distributed to the Decin, Magdeburg, and Hamburg stations in blank and were made out by the stations themselves. The stations were required to turn in the used crew lists upon requesting new ones. The lists were valid for border crossings in Hrensko, Schmilka, and Kummlosen, were made out in Russian and Czech, and carried official stamps.

The Cadre Department effects promotion of personnel according to recommendations made by the KSC, by the central director, the central dispatcher, the station dispatchers, and also according to its own judgment. In this way, technical ability is not recognized and promotions are based for the most part on political orientation. A connection between the StB and the intelligence section of the Cadre Department exists and is not known to everyone, but persons in leading positions knew of the liaison in addition to the persons directly concerned.

SECRET

SECRET

In addition to StB efforts, the Cadre Department is known to utilize its own informants. These informants are assigned to each vessel and each station. In order to attempt to assume political reliability among personnel, the Department assigns a political leader to each station and to each large towing vessel; these political leaders act as assistants to the station chiefs or crew captains and have a great deal of power. The chief of the Department personally visits stations along the Elbe more often than executives of other departments.

Technical Department.

The Technical Department is separated into two sections, one for motor vessels and one for steam vessels. The Department has supervision over all new construction, Ship building yards, repairs, and technical questions covering the entire Elbe and Moldau river routes. The Department itself initiates new construction programs according to the budget assigned for such purposes. Stations themselves cannot initiate new programs on their own without approval of the Department. Repairs to CSPLD vessels are undertaken in the CSR; however, large scale repairs are carried out in the DDR. Previously repair work was also undertaken in West Germany, but this no longer occurs because of the lack of foreign exchange. Suggestions for improvement of CSPLD procedures and techniques are approved by the Department.

Accident Department.

The Accident Department concerns itself with the none too seldom accidents of CSPLD vessels. The company allegedly cannot afford to insure its shipping because of the extremely high premium rate assigned it. An accident specialist is assigned to every station and he handles investigations, being responsible for reporting accidents to the Department. Every accident and all property damage must be reported with each station numbering its accident reports consecutively. The station dispatcher must make a report of all accidents wherein damage exceeds a specified amount. In the DDR the amount is DM 50.00. The majority of accidents can directly be tied to unqualified personnel and a large number to drunkenness. Officials of the firm, looking for scapegoats, have unsuccessfully tried for some time to blame sabotage for the high accident rate, but they have so far been unsuccessful in their attempts.

Planning Department

The Planning Department draws up performance norms for every shipping unit and compiles on graphs the work accomplished by each vessel during the year. These graphs are regularly given to the ship captains so that the responsibility falls on them if they do not fulfill their yearly ton-kilometer norms. The Department also plans so that provisions are purchased one year in advance. When the materials are used, no more can be delivered. The measures to be taken by CSPLD station officials after their yearly allotment of materials has been used are never planned by the Department, and station officials are at times forced to borrow fuels and other materials to keep in operation. The Department also has a hand in budgeting for employee salaries, and stations are authorized in advance the over-all amount they may expend for salaries.

SECRET

SECRET

III. Communications

In general, with the exception of the cadre leader, leading officials of the firm came to Germany very seldom. Letter reports are exchanged with stations by normal post and by delivery via fast or "express" ships. Telephone and teletype contact is maintained. Top station officials are sometimes called for personal conference to the CSR, and representatives of the CSPLO stations within the CSR are, as reported above, called to conferences with the General Management.

IV. Main CSPLO Stations on the Elbe Route

The main CSPLO stations on the Elbe route and Elbe border control points are described below, beginning with the "Berg" (Mountain), or upper parts of the Elbe and ending with the "Tal" (Valley), or lower parts of the Elbe:

Prague-Holesovice. The Prague-Holesovice harbor serves as a trans-shipment point for goods entering and leaving the city of Prague. Imported goods consist of ores, grains, machinery, logs, and packaged materials. Exports consist of sugar, lumber, and light industrial goods, with construction materials and sand making up the backbone of harbor activity. The harbor itself does not have the capacity it had before the war, and it actually is used mostly as a substitute harbor when other CSR harbors are overloaded with material for trans-shipment. Operations in the harbor usually run from the middle of March to the middle of December. The harbor is closed during the rest of the year due to the retracting of the flood gates on the canalized Moldau River to prevent ice damage to them in the winter. When the water level in the Moldau is high enough without presence of the flood gates, river traffic does take place without the flood gates; this is, however, seldom the case.

The harbor is equipped with old style cranes, some warehouses, and a modern warehouse and refrigeration plant. A central harbor bureau and a small shipyard make up the rest of the harbor, which is under the control of the station itself. The personnel consist of a station chief, dispatcher, loading supervisor, some administrative employees, and some harbor workers. The harbor area is fenced and industrial police control the documents of persons entering and leaving it. Regular operation of the harbor will never reach its pre-war peak due to lack of demand and lack of export materials.

Outside of the harbor in the city suburb of Liben a shipyard is now in operation which does not belong to the firm. Another harbor in Smichov is no longer in operation. Within the Holesovice harbor itself, sand is unloaded directly on the banks of the Moldau and is then loaded into open sand barges which never leave the CSR. The barges are manned by Czech crews who were not deemed politically reliable enough for duty outside the CSR. The harbor is usually serviced by small barges of no more than 700 tons since the larger barges have difficulty passing through the Moldau River locks. The Holesovice station is required to submit reports as are the larger CSPLO stations.

SECRET

SECRET

Melnik. Below the point where the Moldau River flows into the Elbe stands the port of Melnik. The harbor is equipped with one warehouse and two cranes of modern construction. The imports in Melnik are the same as for Prague-Holesovice, and Melnik shares sugar export with Prague-Holesovice. The station offices are maintained outside of the harbor and are operated by a station chief, dispatcher, loading supervisor, and administrative personnel. Trans-shipment of material takes place in the harbor and also on the banks of the Elbe. Large towing vessels and barges can reach Melnik, but only when water conditions are favorable. River traffic also comes to a standstill in Melnik with the advent of the icy period and the removal of the flood gates. The petroleum harbor of Hnevice near Melnik also is under the jurisdiction of the Melnik station, but the harbor itself is not staffed by personnel of the Melnik station. In the area near Hnevice the German Government constructed large underground petroleum storage tanks during the war; these tanks are still in use, being serviced by CSPLD tank ships.

Usti nad Labem. The Usti Station is located on the left bank of the Elbe beneath the canalized portions of the river. Three offices are located within a building direct on the banks of the river. Storage rooms, the trans-shipment area in Usti, the old and the new harbor, the trans-shipment area in Nestemice, and the salt trans-shipment area of the former "Solvaywerke" chemical factory are under the jurisdiction of the Usti station. On the right bank of the Elbe in Usti stands the Usti Shipyard, which does not belong to the firm. Personnel of the station include a station chief, dispatcher, some loading supervisors, some warehouse supervisors, administrative personnel, and a number of harbor laborers. The entire harbor area is fenced and is under guard by industrial police. The trans-shipment area in Usti is the second most important in the CSR inasmuch as Usti lies on the free river and river traffic is not hindered by antiquated locks. The last lock on the Elbe is located above Usti; this last lock is of modern construction and is operable with the exception of low water and ice. The harbor is equipped with both new and old style cranes capable of handling all types of materials such as ore, chemical raw materials, grain, and packaged goods. Export goods consist of sugar, cement, lumber, machinery, and packaged goods. For the most part, fully loaded barges entering the CSR are allotted to either Decin or Usti during their journey, not knowing their destination until arrival at Decin. Salt is unloaded always at the Nestemice trans-shipment point or in Usti. The trans-shipment area of the former "Schichtwerke" in Usti is utilized for liquid fats and oils. Below Usti a shipyard is located in Valtice which does not belong to the firm. A full year round scheduled traffic cannot be conducted to Usti with the exception of fast ships. At times when the water level of the Elbe is too low, it is purposefully elevated by release of water from flood gates above Usti so that CSPLD shipping can ride on the high wave of water to Usti from Decin. When such a rise in water level cannot be technically effected, the ships must remain in Decin.

Decin. The most important installation of the CSPLD in the CSR is the trans-shipment area in Decin. The trans-shipment takes place in the harbor of Rozbelesy in Decin and in Loubi. The Loubi area is undergoing modernization and will become the most efficient harbor in the CSR. On the right bank of the river about 300 meters

SECRET

SECRET

Page 8

25X1

below the Decin bridge stand the office rooms of the station. The personnel of the station is comprised of one chief, two dispatchers, a number of loading supervisors, administrative employees, warehouse supervisors, and harbor workers. All CSPLO shipping entering the CSR from the DDR stop and report in at Decin, to receive further orders, money for crew salaries, provisions, and drinking water. One part of each barge train usually remains in Decin while the other part is taken on to Usti, Melnik, or Prague-Holesovice. For the most part, the large towing vessels remain in Decin; with very favorable water conditions they do at times go as far as Usti. River traffic in the direction of the "Tal" (with the current, or toward Magdeburg and Hamburg) seldom remains in Decin because of poor anchorage there.

The harbor handles about the same imports and exports as does the Usti harbor. The entire trans-shipment area is antiquated and it is in the process of being modernized. The harbor area is fenced and is under heavy guard by industrial police. In addition, toll and customs police carry out period checks in the harbor. The Czech labor union ROH regularly calls political conferences here and political courses are conducted both during and after working hours. "Culture" clubs exist for the ships crews and activities such as chess, photography, and sports are sponsored. The station has a house for the traveling employees, complete with a cantine and sleeping facilities, in the neighborhood of the station. The cantine is equipped with a small movie projector. The entertainment program is designed to keep the East German bargemen in the harbor so that they do not come in contact with the "outside world" while in the CSR. A state operated seaman's school is located in the city which is attended by young Czechs taking two year courses. The Czechs are sent on a practical training runs with CSPLO barges and towing vessels to Hamburg and return. Small repairs are conducted on all types of shipping in the harbor, but large repairs including drydocking are carried out in Kresice.

Customs Procedures and CSR/DDR Border Stations. Toll officials review the toll papers prepared for each cargo before the loading of a CSPLO vessel is begun. The officials inspect the empty vessel for contraband, and if the vessel is found in order, they allow the loading to begin. One toll official is always present during the entire loading process, and after completion of the loading he affixes his seal to the compartments. In the event loading is not completed by the end of the working day, the compartment is sealed by the toll official for the night. Upon completion of loading a toll certificate is prepared and the ship's captain takes the certificate together with his manifest to the harbor toll office for official stamping. These papers accompany the cargo to the destination and must be shown at each border control point.

Upon unloading the procedure is generally the same. Practically speaking the ships crews cannot enter the storage compartments because of the seals, but in the past some crew members were able surreptitiously to enter the compartments. After some irregularities were discovered, hard penalties were imposed for such activities and they have supposedly ceased. The only occasion for breakage of a toll seal is in case of accident. In this event the seal can be broken only by the ship captain and he is obligated to report his action to the nearest toll station.

SECRET

Near the CSR/DDR border on the CSR side the CSPLO has set up a branch office in Hrensko which assists CSPLO shipping through customs controls. Ships arriving in Hrensko are controlled both by customs police and border police. The captains of vessels proceeding out of the CSR must present the blue ships books of his crew for inspection. If the ship is scheduled to enter West Germany, each ships book must contain the required Allied High Commission visa. If it later becomes necessary for a vessel previously scheduled only for the DDR to enter West Germany, the permits can be obtained within the DDR. For travel into the DDR only, the crew list, or "Spisok Ekipaza" must be presented. During the control, the entire crew must come on deck and the border police check the ship for stowaways. After this pass control, the toll officials inspect the toll papers and the seals previously placed on the cargoes.

On the DDR side of the border the vessels undergo the same general check by DDR and Soviet occupation authorities at Schmilka. On the return journey to the CSR the ships again undergo controls at Schmilka in the same manner. There has never been good will between the Czech crews and the DDR border and customs police. On the one hand the Czechs accuse the DDR officials of theft and on the other the DDR officials accuse the Czech crews of smuggling. After passing the DDR/CSR border, the ships again undergo control by Czech authorities at Hrensko.

Inspectorate Dresden. Before the war Dresden was classed as a CSPLO station, but after the war it was made into an inspectorate subordinate to the Magdeburg station. The inspectorate submits all reports through Magdeburg. The personnel of the inspectorate include a dispatcher and assistant dispatcher. All CSPLO shipping passing through Dresden must report in with the dispatcher. The barge trains proceeding against the current, or toward the CSR are not broken down. Usually the shipping stays overnight here and the crews are very glad to take shore leave for shopping, drinking, and to see women friends. With the advent of the low water period the ships are for the most part lightened in Dresden. Part of the cargoes are transferred into empty barges to lessen the draft of the vessels. The transfer takes place either in the harbor or on the free current of the Elbe. A toll official must be present at the transfer. In the event the towing vessel has too great a draft, the vessel is replaced with a vessel of less draft. The Dresden water gauge (Dresdener Pegel) is maintained by the inspect orate and reports issued by the inspectorate are of the most importance on the Elbe.

Magdeburg. The Magdeburg station is located above the Magdeburg-Berlin railroad bridge on the left bank of the Elbe. The station consists of old warehouses and wooden office buildings. In addition there is a coal storage area with an old style crane. The station is the central point for all river traffic on the Elbe since it is connected with the canal systems of East and West. The Elbe is narrowed in this area by cliffs and especially in the low water period the first rapids on the river cause a great danger to river traffic. The river is thus used for traffic in one direction only from above to below Magdeburg and a signal system is in use for this purpose. Station personnel consist of a chief, dispatcher, and heads of the book-keeping, cadre department (for German employees), accident, technical, and transshipping departments. The primary responsibilities of the station are to facilitate

SECRET

movement of traffic to and from West Germany, trans-shipment of salt, packaged goods and bulk material, liaison with the DSU, and employment and discharge of German employees. The station has only old equipment in operation and often equipment must be borrowed from the DSU in order to continue operations.

Shipping from Hamburg, the Oder River, and the CSR come together in Magdeburg. In the event of unfavorable water conditions and due to lack of towing vessels, the accumulation of over one hundred ships in Magdeburg becomes unavoidable at times. In periods of low water, heavily loaded barges are also lightened here and at times are completely unloaded. For this purpose, warehouse space and empty barges have to be kept available. In addition, 180,000 tons of salt are supposed to be trans-shipped through Magdeburg yearly; this goal has never been reached due to lack of storage and shipping space, lack of cranes in the CSR and in the DDR, and lack of railroad cars. The company was able to trans-ship a yearly total of not more than 150,000 tons to the CSR by using DSU barges in addition to CSPLC craft. To accomplish even this total, the barges, for the most part over aged, must be loaded to the greatest possible draft and for this reason the accident rate becomes greater.

The advance arrival of every CSPLC ship is received by the Magdeburg station and, as stated above, the station is responsible to see that the vessels are processed through Magdeburg as rapidly as possible. Before arrival of a barge train, the station must see that towing vessels are available to assist the train through the one-way area, since the rapid current and presence of bridges makes it necessary for the trains to be broken down. In the event that no towing vessels are available, the ship towing the barge train must make return trips to bring its own barges through the area. The German and Czech crews are in no hurry to see their ships process through Magdeburg and often are able to delay the process. Most of the German crew members live in or near Magdeburg and take this time to see their families. The Czechs take their time in order to shop in the city and to see women friends there. In addition to the procurement of towing vessels to assist the barge trains through Magdeburg, additional towing ships have to be obtained for CSR bound trains since the trains cannot be as long above Magdeburg as they can below Magdeburg due to official regulations and obstacles in the river itself. The fast ships usually tow one barge from Hamburg to Magdeburg, leaving the barge to be picked up by other towing vessels for the trip above Magdeburg; this procedure also necessitates that towing vessels be on hand in Magdeburg for the journey into the CSR.

Barges traveling in the direction of Hamburg, or with the current, also must be towed through the one-way area. Tugboats can be used for this purpose. Tugboats of the CSPLC are used on the Magdeburg to Hamburg route a great part of the time and thus are not available for this duty; DSU tugs are then borrowed for the purpose. In addition to Magdeburg, trans-shipment takes place in Wittenberge, Tangermünde, Schoenebeck, Aken, Dessau, Lutherstadt, Wittenberg, and some canal stations between Magdeburg and Berlin. CSPLC Elbe River ships seldom are sent to Ostsee ports.

Most of the cargoes destined for Magdeburg are consigned to the DSU, but does occur that material of the CSPLO is trans-shipped in Magdeburg. The jurisdiction of the station reaches from Lutherstadt, Wittenberg to Schnackenburg on the left side of the river and to Boitzenburg on the right side.

The station cadre section is charged with hiring and firing of German personnel, but has very little authority, being closely directed by the Cadre Department in Prague. Political schooling for Czech employees is carried out by the bookkeeping section. In addition, work conferences are called and various employees give lectures about their specific positions. When river traffic is at a standstill, technical courses are conducted. The station has a movie projector and shows German culture films.

It is planned that a modernization of the station will take place involving construction of new offices, living quarters, conference rooms, and cantine.

DDR/West German Border Stations. River traffic is checked into and out of the DDR on the Elbe at the small village of Luetkenwisch and also at Kummlosen. Traffic is controlled at Schnackenburg on the West German side and again on a spot basis at Lauenburg, since the DDR/West German border splits the Elbe from Schnackenburg to Lauenburg. Pass and customs controls are carried out in generally the same manner as at the DDR/CSR border.

Hamburg. Generally speaking, the end point for all CSPLO shipping on the Elbe is Hamburg. Once in a great while, however, vessels are sent to ports below Hamburg. The central offices of the firm are located in a two story building in Peute Harbor. Living quarters for some employees are located on the top floor. A part of the harbor itself is used as a docking area, but no trans-shipment is effected here. Across the Elbe from Peute harbor stands the Entenwerder Toll Station, where CSPLO shipping is checked in and out of Hamburg Harbor with the assistance of [redacted], toll declarants. The Entenwerder pier also is utilized as the headquarters for the CSPLO harbor tug fleet. Small repairs are effected in Moldau harbor, which also serves as a CSPLO docking area and trans-shipment area for goods being transferred from one barge to another. The firm has equipped a former barge as an entertainment ship [redacted] and has docked it in Moldau harbor. The firm also utilizes Saale harbor, which is located next to Moldau harbor. Saale harbor serves as a docking area for tugs, coal barges, and vessels of all classes. Material is transferred in this harbor from harbor barges to CSPLO ships, and the harbor is directly connected with "Segelschiff" harbor, where CSPLO-leased warehouse number 41 is located. "Segelschiff" harbor can be utilized by seagoing freighters, and barges of the firm are loaded and unloaded in the harbor. Railroad cars are also loaded from CSPLO barges, as are they unloaded into barges of the firm. Inasmuch as such trans-shipping requires stevedoring, the firm uses their own sailors for harbor work to save paying wages in West German marks. CSPLO WAREHOUSE 41 is used solely for packaged goods. Bulk goods are loaded directly from ship to ship if the total weight of the material to be transferred exceeds twenty-five tons.

Personnel of the station consists of a chief, dispatcher and two assistant dispatchers, bookkeeper, supervisors of the export and import and accident departments, warehouse supervisor, harbor tug supervisor, and various administrative employees. The station is in telephone contact with higher headquarters and a teletype is reportedly to be installed.

V. Types of Vessels in Operation. The firm operates various types of river vessels, each constructed for a particular purpose and thus not usually interchangeable with other type vessels. The CSPLD fleet is partly very old and partly modern. Some barges in operation are over fifty and sixty years old, and towing vessels are in the large part antiquated. The motor vessels are newer but some have been in operation over thirty years. Types of vessels in current use are as follows:

- Small passenger motor boats for harbor use only.
- Tugboats for harbor use only.
- Tugboats for the entire Elbe route.
- Open barges for harbor use only.
- Open sand barges for use in the CSR only.
- Tow barges for the entire Elbe route.
- Fast steamships for the entire Elbe route.
- Fast motor ships for the entire Elbe route.
- Steam towing vessels for the entire Elbe route.
- Motor towing vessels for the entire Elbe route.
- Tank Motorships for the entire Elbe route.

The Elbe tow barges are of various size and are broken down into the following categories:

- Finnowmaas. The dimensions are not known. The barge can carry from 150 to 200 tons. The CSPLD has none in operation.
- Saalemaas. The dimensions are not known. The barge can carry from 300 to 350 tons. The CSPLD has none in operation.
- Odermaas. The barge is from 7 to 8 meters wide and 55 to 60 meters long. It carries from 500 to 600 tons and is in use by the firm.
- Plauermaas. The barge is 8 meters wide and 67 meters long. It is the only type of barge currently being constructed by the firm and carries from 680 to 750 tons.
- Elbemaas. The barge is 10 meters wide and 70 meters long. It carries from 950 to 1100 tons and is in use by the firm.

The fast steam and motor ships usually tow one barge with them from Hamburg to Magdeburg, leaving the barge in Magdeburg to proceed further upstream alone. The tank motor ships carry only petroleum and fuels when these are available, but when they are not the ships are put to use as towing vessels, usually between Magdeburg and Hamburg. All motor vessels proceeding with the current from the CSR to the DDR and West Germany tow barges, and only in unusual cases do they proceed downstream alone. Loaded barges can proceed alone downstream from the CSR to

SECRET

SECRET

Magdeburg, but on occasion they are forced to anchor because of headwinds. Lone barges seldom proceed downstream from Magdeburg to Hamburg, then only if water conditions are very favorable. Towing vessels travel on orders received at their destinations, and personnel on board never know beforehand where they will be proceeding next. On occasion towing vessels are exchanged in the open river. Each towing ship captain is given a travel plan together with the orders he receives. The travel plan is broken down into hourly time units with the expected time of arrival at destination. A daily log is maintained by the ship captain and is forwarded to the General Management by the station chiefs.

VI. Elbe River Conditions Affection Operations. The entire CSPLD Elbe route is 770 kilometers long. The route begins in Prague-Holesovice on the canalized Moldau river. The Moldau is controlled by five flood gates from Prague to the next CSPLD station in Melnik. Four of the flood gates are removable during ice periods and the fifth is so constructed that it cannot be utilized during high water periods. At Melnik the Moldau joins the Elbe and the Elbe itself is canalized to Kolin, being controlled by five flood gates which allow navigation of this part of the river during medium to medium-high water periods. The last lock of the Elbe in Strekov near Usti is one of the most modern locks in Europe. Two more Elbe locks are planned between the Strekov lock and the CSR/DDR border. Smaller towing vessels are used to traverse the Elbe locks and these ships usually tow three barges; the ships themselves usually never leave the CSR. In addition to DDR and West German traffic, the Elbe locks are used for shipping within the CSR, e.g., for barges carrying sugar beets, sand, and coal.

Below the last Elbe lock at Strekov the Elbe is a free stream subject to water and weather conditions. The river runs fast and deposits little sediment. At Dresden in the DDR the water level fluctuates and is irregular. The shipping draft level averages from 100 to 110 centimeters, which is about one-third of the carrying capacity of the barges. From Dresden to Torgau the current runs a little slower, but in low water periods rapids appear which provide obstacles for river traffic. The river deposits sand in small amounts, but the draft becomes better, reaching from 110 to 120 centimeters. From Torgau to just above Magdeburg the water level does not fluctuate, some sandbanks appear which do not hinder traffic, the current is slower, and river shipping is active. The draft usually averages from 110 to 130 centimeters.

In Magdeburg the Elbe is narrowed by cliffs and rapids are formed, forcing river shipping to be controlled into one-way traffic. The draft remains the same as in Torgau, averaging 110 to 120 centimeters, but is at times raised by favorable water conditions on the Saale river. Below Magdeburg as far as Wittenberge the river becomes an ideal stretch of water. The current is slower, the water level does not fluctuate, and the draft stands on the average between 130 and 150 centimeters. From Wittenberge to Hamburg a large amount of sand is deposited by the river because of slow current and sand banks are formed. The sand banks are actually not a danger, but a good knowledge of the channel is required. The average water level is from 140 to 150 centimeters.

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The water levels on the Elbe are broadcast daily from Budejovice, CSR [] 25X1

[] and ships are loaded on the basis of these reports. 25X1
Traffic on affected parts of the river is halted when the level falls below 80 centimeters or when it rises above 450 centimeters in Dresden, 500 centimeters in Magdeburg, and 450 centimeters in Usti. River traffic is not discontinued all at once during low water periods. It is discontinued first on the upper parts to Dresden, Torgau, and has at times reached Magdeburg. Traffic has been stopped due to low-water levels [] 25X1

After a heavy winter the shipping season begins on the Elbe about the middle of March with a considerable but not high water level. The water level falls slightly thereafter until the beginning of May when the flood gates are installed in the CSR. The installation of the flood gates causes a lowering of the water level, but shipping may still be loaded to an average draft of 130 centimeters. Traffic is generally unimpeded until the middle of June or the middle of July, depending upon the amount of rain in the upper regions of the Elbe. From the middle of June until the middle of July or end of August, a low-water period generally sets in causing discontinuance of river shipping. During the first part of September the water conditions usually improve through rain or through manipulation of the flood gates within the CSR, and traffic resumes. In mid-October the south Bohemian reservoirs are emptied causing a further improvement in the water level. Traffic can generally continue until the middle or end of December, depending upon ice conditions. From the end of October to the end of November the presence of fog makes travel more difficult. Usually before the end of December ice forces the removal of the flood gates in the CSR, and river traffic proceeds no further up the Elbe than Usti unless very favorable water conditions allow travel to Melnik without them. From the first of January traffic is usually discontinued due to at least fifty per cent freezing of the river, and all vessels are docked in winter harbors. Generally speaking, CSPLD ships navigate the Elbe from the middle of March until the middle of July and from the middle of August until the end of December, a total of seven and one-half months per year.

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